



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H129200-B

Mode: Highway

Status: Submitted

I-95

From/Cross Street: I-74

To: US 301 (Exit 22)

Length: 12.04

Specific Improvement Type: 1 - Widen Existing Roadway

Project Category: Statewide Mobility

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$153,787,000

Description:

Widen Roadway to 8 Lanes.

Division(s): Division 6

County(s): ROBESON

MPOS(s)/RPO(s): Lumber River RPO

Project Location



Sources: Esri, HERE, DeLorme, USGS, Intermap, increment P Corp., NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri (Thailand), TomTom, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Statewide Mobility Total Score: 29.09

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%) 53.72 Safety (10%) 46.76 Economic Competitiveness (10%) 8.39 Multimodal + [Freight & Military] (20%) 36.30 [Travel Time] Benefit/Cost (30%) 0.68	N/A	N/A
Totals: Weight: 100% Weighted Score: 29.09		

Regional Impact Total Score: 52.67

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Accessibility / Connectivity (10%) 43.95 [Travel Time] Benefit/Cost (25%) 0.68 Congestion (V/C) (25%) 53.72 Safety (10%) 46.76	Percent: 15% Points: 100	Percent: 15% Points: 100
Totals: Weight: 70% Weighted Score: 22.67		

Division Needs Total Score: 15.56

Quantitative Score	Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (20%) 53.72 Safety (10%) 46.76 [Travel Time] Benefit/Cost (20%) 0.68	Percent: 25% Points: 0	Percent: 25% Points: 0
Totals: Weight: 50% Weighted Score: 15.56		

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	65
Length (miles):	12.04
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
Lane Width:	12
Paved Shoulder Width:	11
Roadway has Curb & Gutter?	No
Volume (AADT):	43952.23
Capacity:	72968.95
Volume/Capacity Ratio:	0.6
% Autos:	83%
% Trucks:	17%
Truck Volume:	7259.02
Crash Density:	37.61
Crash Severity:	54.02
Critical Crash Rate:	48.66
Crash Frequency:	0
Severity Index:	0
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	17
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	95
Actual Congested Speed:	61.44
Travel Time Index:	1.06

Project Benefits

Project Cross-Section:	8B - 8 Lane Divided (27' Median with Jersey Barrier with Paved Shoulders)
Speed Limit:	65
Length (miles):	12.04
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Level
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	4444629.69
Travel Time Savings for 30 Years (Autos):	3710567.87
Travel Time Savings for 30 Years (Trucks):	734061.82
Long-Term Employment:	71
% Change in Economy:	9.68E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	No
CTP/LRTP Name:	
CTP/LRTP Completion Year:	
Submitted by:	Division 6

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT OnLine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 6	100%	100	0
	0%	0	0
	0%	0	0
TOTAL Division Points		100	0

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Lumber River RPO	100%	100	0
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	0

Project Cost and Source

Construction Cost:	\$147,504,000	Cost Estimation Tool
Right-of-Way Cost:	\$5,610,000	Cost Estimation Tool
Utilities Cost:	\$673,000	Cost Estimation Tool
Total Project Cost:	\$153,787,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$153,787,000	